Volunteer State Lives Up to Name in Manning Tennessee

Newest Superdreadnought Gets Native Born Crew in Most Remarkable Recruiting Campaign in Naval History

ANY years ago some obscure patriot, innocent doubtless of the most remote suspicion of prophetic inspiradubbed the good Commonwealth of Tennessee "the Volunteer State." And so "the Volunteer State" it became, just as New York and Maine and Kansas, each for lyely the Empire, the Pine Tree and the

And now, after much water has passed under the span or the years, the obscure seer who coined the nickname for the State of Old Hickory and of Polk and Andrew Johnson must be acclaimed a prophet, and one not without honor. For Tennessee has just set a new standard in the record of volunteer naval enlistment in time of peace, and this was the euphonious siogan that trought the sturdy young mountaineers, miners, mechanics and hunters of the Volunteer State flocking to the blue navy stand-"Go to sea on the Tennessee!

Tennessee to Man the Tennessee.

When the superdreadnought Tennessee in a few days goes into commission with all the marine ceremonial pertinent to such occasions and then steams away majestically from the New York Navy Yard she will create more than one precedent. She will be not only the latest and greatest, the fastest and the hardest hitting of America's big fighting ships; she will be the first to embody a certain new naval idea-the notion that in recruiting the ship's personnel it would make for added corps spirit, pep and patriotism to man the decks of the floating fortress, so far as possible, with men who hall from the State whose name the steelclad

And so Tennesseeans are to man the Tenlessee. There are six hundred of them fit and ready to go aboard, and unless you want to start something do not let any one 'their ship" is certain to be the queen of them all, the greatest war ship that ever swung a turret battery of twelve 14-inch rifles or piped and "ruffled" and "flourished" a gold braided admiral over the side.

These 600 new naval recruits are the proda whirlwind recruiting campaign through the State of Tennessee, which was led by Capt. R. H. Leigh, U. S. N., who is to ommand the new vessel, and who, as chief of staff to Admiral Sims during the war, was in direct command of all the American

In his recruiting tour Capt. Leigh had the z-alous cooperation of Gov. A. H. Roberts of Tennessee, who is extremely popular with his constituency, and of Miss Helen Roberts. the Governor's daughter, who christened the ship at the launching and whose charming ing so was featured in the posters that helped to lure the Tennesseeans from their mountain fastnesses.

Capt. Leigh says he is going to try to make the Tennessee "the happy ship" of the navy as well as a model of discipline He believes that the spirit of camaraderic and State pride incident to manning the vessel so largely with native Tennessee talent will promote both contentment and effi-Commenting on his novel experiment Capt Leigh said: "By February 3 we had enrolled our full quota of lower rating men and a great many additional applicants had to be turned away. Hundreds of them are now enrolled upon a waiting list, anxlous to be summoned for duty upon the ship of their choice. It would have been possible in this recruiting campaign to have fully manned two great dreadnoughts like the Tennesses with Tennesseeans exclusively if we had been able to accept all applicants.

But it must be understood, of course, that a large percentage of the complement of a ship like this, including the chief petty offiers, must necessarily be men who have had previous experience and special training. Toat is why, when we go into commission, the Tennessecans at first probably will not muster more than 600 of the complete ship's complement, which numbers, in all, 56 offiers, 75 in the marine guard and 1,350 enisted men. As rapidly as the Tennessee recruits develop proficiency it will be our policy to advance them and thus create opportunities for some of those now on the waiting list. From time to time we may also receive Tennessee seamen by transfer from other ships. I am convinced that within two years the Tennessee will be a ship practically manned completely by a Ten-

Story of the Campaign.

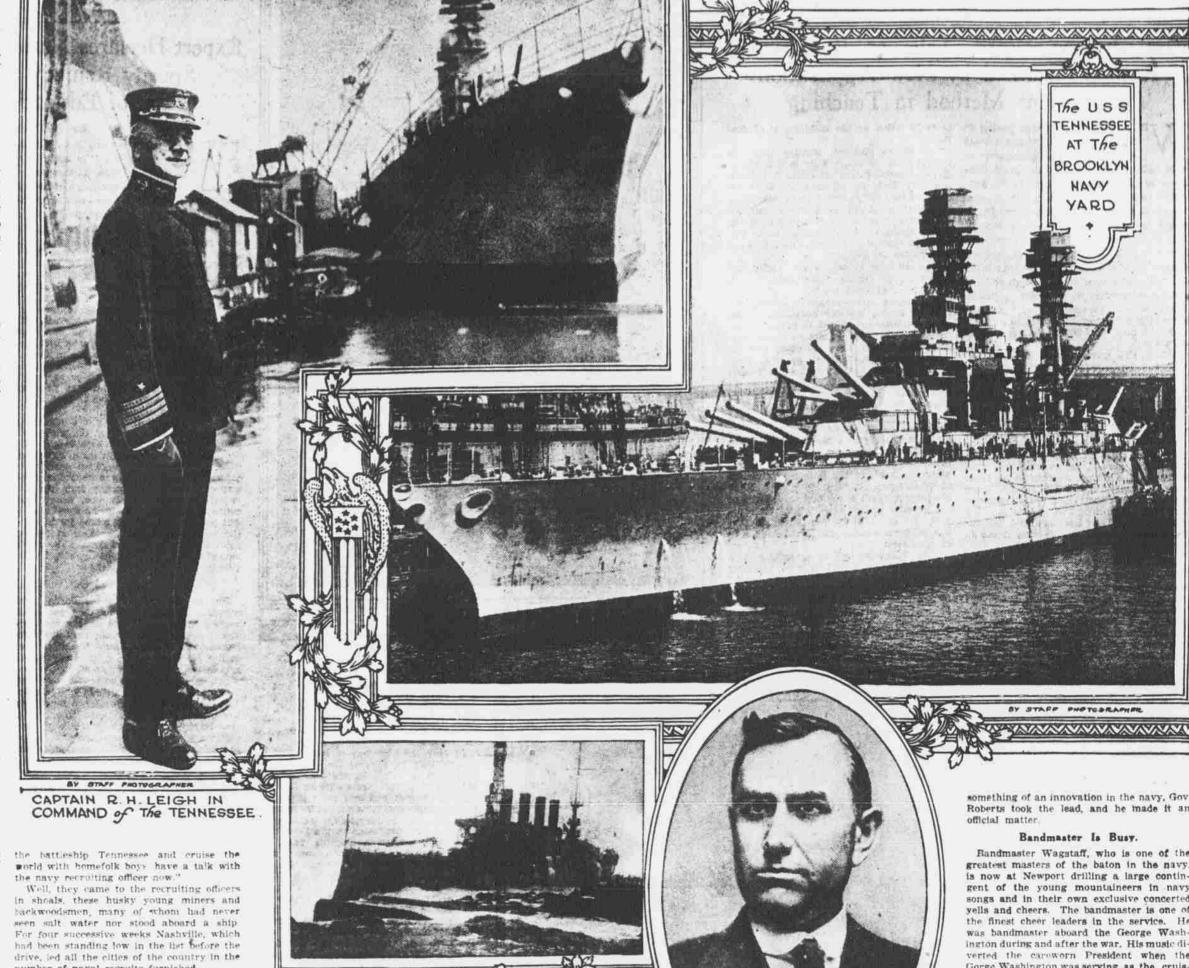
The campaign began last November. The State of Tennessee was divided into sections with about eighteen counties to each. Chief petty officers were detailed with posters, moving pictures and other publicity devices to cover every city and town in their sections. Nashville was the officers' headquarters or base station. The cooperation postmasters was obtained and publicity literature was sent to them for posting and distribution, not only in public buildings, railroad stations, cities and towns, but also along the rural mail routes.

To each postmaster went an explanatory letter drafted by Commander A. Staton, U. S. N., who is the Tennessee's executive officer and who held the same rank aboard the transport Mount Vernon when she was torpedoed and made port at Brest with thirty-seven members of her company killed

and twelve feet of water in her hold. So thoroughly was this preliminary campaign work done that within a few days the whole State of Tennessee was talking about "their own ship," and not a few of its warmest partisans were those who theretofore had never known there was such a craft in the American service or one being built. The posters were attractive. Some of them were large lithographs of the mighty superdreadnought. Others exploited the christening party, showing the Governor and his pretty daughter. Across the tops ran in large letters the slogan, "Go to Sea on the Tennessee." Then followed some such exhortations as these:

"Schoolmates, brothers and pals, join the navy, see the world and learn a trade together for two years' service aboard the

great superdreadnought Tennessee," "If you want to be a Tennessee sailer on



number of naval recruits furnished.

Lieutenant-Commander Cheadia was sta tioned there as recruiting officer. The move ment became almost a stampede to get into the uniform. Down in Cockville one day the town marshal stalked into the recruiting headquarters with fourteen of the town's sturdiest youths lined up smartly behind him. They all enlisted and then the town marshal remarked philosophically: "Waal, now that all them lads is goin' away, there won't be no particular use for me here no mo', so I reckon I might just as well go along with 'em." So the town marshal en-

Recruiting parties carried with them fifty niforms of assorted sizes. When a man was signed up he was immediately fitted out in navy togs. Then, with a neat hair cut and shave, he was assigned to recruiting duty in his own home town. Naturally he became at once a sort of paladin. Furthermore, he was no stranger. Soon he became a more potent personage than either the parson or the Sheriff. In many instances, Capt. Leigh says, such lads, wearing their spic and span uniforms, brought into the sub-stations from ten to twelve recruits apiece. More than one-half of all those enlisted during the State drive were brought in thus by newly enlisted men in uniform. One such young enthusiast in Paris,

Tenn., corralled no fewer than twenty-three

Governor Aids in Recruiting.

Not long after the campaign began Capt. Leigh made a trip through the State accompanied by Gov. Roberts, speaking in most of the cities and larger towns. He emphasized not only the navy's opportunities for education, adventure and sightseeing, but he stressed always the local idea-"Tennes-

bearing on the subject.

arrival of life on the islands, Capt. Anthony

islands, lying outside the limits of the con-

tinental shelf, were of oceanic origin and

were built up by coral growth or elevated by

volcanic or seismic activity. But if this

were true the islands would be devoid of all

forms of animal life save those winged forms

which might arrive on oceanic islands in

the natural course of events and those lower

forms of life whose disposal is subject to

such fortuitous agencies of distribution as

hurricanes, waterspouts, &c., which trans-

port the eggs from place to place. But the

fact is that other forms of life than these

"The mammals are the most poorly repre-

sented group of the higher animals of the

West Indies, yet include varieties which

might be expected to encounter great dif-

ficulty in crossing the long stretches of sea

which it would be necessary for them-to

traverse before they could establish them-

are to be found on the islands.

"It was at first assumed that the

MEMPHIS WRECKED see wants to man this newest dreadneught of America's victory floor with men from her

own towns and countryside."

Later, in January, Gov. Roberts, accompanied by his staff, made another trip through the State, lasting two weeks. He made frequent exhortations from his special train and from town and city platforms. Capt. Leigh and his colleagues of the navy bestow upon the Governor a generous share of the credit for the success of the enter-

Following the Governor's tour recruiting officers with brass bands gave concerts in the schools and colleges in different sections of the State. At the opening of the drive Commander Staton addressed the Rotary Club in Nashville. Similar organizations in other cities were addressed by the recruiting officers, who received valuable aid from the Rotarians. In Memphis during the closing week of the campaign the Rotary Club gave a ball in the Chisca Hotel in honor of the U. S. S. Tennessee, which was attended

by the Mayor and other city officials. The six hundred Tennesseeans thus enlisted have been sent for drill and training. some to Newport and others to Hampton Roads, awaiting the day when the warship goes into commission

According to Capt, Leigh and Commander Staton they are an uncommonly fine lot of men. Many of them have peen experts with the rifle since they cut their second teeth, so it is not surprising to learn that at the ranges a large percentage already

have qualified as expert riflemen, which is the highest rating for marksmanship known in the service. Not a few, moreover, saw service in the army during the world war in grades ranging from private to sergeant. It had been hoped to have the Tennessee ready to go into commission on March 31, but minor delays compelled a short postpenement of the event

GOV. A.H

ROBERTS of

TENNESSEE.

Another Tennessee Precedent.

Of course, the State is very proud of its warship. Usually a commonwealth bestows upon the vessel bearing its name a handsome silver service in token of its pride and affection. But in this respect the Tennessee is going to establish another precedent. She is to inherit the old service that belonged to the armored cruiser Tennessee, which is now a wreck. And then, too, as one of the officers of the new fighter remarked, there is not quite the same utility for punch bowls and the like aboard ship that there once

But the State was determined to do something memorable for her pet craft besides supplying a major part of her crew. "We

drew Jackson," said Capt. Leigh, "and the American Library Association already had given to the ship a splendid library of about \$,000 volumes, carefully selected by our chaplain, Lieut, C. A. Neyman."

So it was decided in conference with the ship's officers that the State should raise an endowment fund of about \$30,000, the annual interest from which should be used to supply entertainment, relaxation and edification to officers and crew by giving them advantages in addition to those provided by the Government,

Among other things, there is to be a motion picture outfit which will be used for taking photographs of the Tennessee boys cavorting in foreign ports. The films will be exhibited extensively throughout the Volunteer State, thus maintaining interest in recruiting and in Tennessee's own particular unit of the fleet. There will be also athletic and educational equipment of the most approved patterns, all directed toward making the Tennessee the "happy ship," which is one of the ambitions of her captain. In raising this endowment fund, which is

Roberts took the lead, and he made it an

Bandmaster Wagstaff, who is one of the greatest masters of the baton in the navy is now at Newport drilling a large contin gent of the young mountaineers in navy songs and in their own exclusive concerted yells and cheers. The bandmaster is one o the finest cheer leaders in the service. He was bandmaster aboard the George Washington during and after the war. His music diverted the careworn President when the Gorge Washington was serving as the cruising White House. It entertained King Albert rated the band leader. Mr. Wagstaff says the Tennessee bluetackets take to singing and cheering as proficiently as they use their rifles and with a like precision.

To be sure, he has certain advantages ready made to his hand. Just think how euphonious is the very name of the State and how nicely it lends itself to rhyming. It ought not to be difficult to construct thunderous and air-splitting cheer slogans. How would it be, for instance, to hear rolling from lusty young lungs across a hotly contested football gridiron, or over the

green swells at the finish of some gruelling ships' cutter race, some such ditty as this, rhythmical and not too coy:

Who are we, who are we? Mountain GOBS of the deep blue sea!

Ten-nes-see Ten-nes-see! TEN-NES-SEE!! All the other superdreadnoughts in the navy are envious already because the name Tennessee has no fewer than four E's in its ominous orthography. In the navy the E is the most desirable letter of the alphabet Blazoned upon barbette or gun turret, it signifies extraordinary proficiency in target firing on the part of that particular battery or gun crew. Painted upon the towering funnel, it means engineering proficiency, while the special red pennant flown aloft at the end of the winter practice cruises is the most coveted trophy of all, for it stands

for preeminence in all round battle practice. "Now, what's the use?" ask some of the pessimists aboard the other ships. "The Tennessee has E's enough to spatter them all over the works, and they never would

To Join the Pacific Fleet.

In point of foreign travel the ship will more than redeem all promises registered during the recruiting campaign. Directly after she goes into commission she is to call at Guantanamo, the winter base of the Atlantic fleet. Then she will cruise a while for tuning up purposes among the delightful islands of the West Indies. And after thatfor she is destined to foin the Pacific fleet under the command of Admiral Rodmanshe will pass through the Panama Canal and thence around to the west coast.

After joining the Pacific fleet the Tennessee, with other ships of that command. is to cruise among the South Sea Islands.

Ranking officers of the Tennessee are: Captain, R. H. Leigh; Commander, R. A. Bachmann (M. C.), senior medical officer Commander A. Staton, executive officer; Commander A. T. Beauregard, navigator: Commander R. S. Crenshaw, gunnery officer; Commander C. A. Jones, senior engineer of ficer; Lieut.-Commander M. H. Philbrick (8. C.), supply officer; Lieut.-Commander A. D. Denney, first lieutenant.

Lieut.-Commander A. G. Lyle, also one of the ship's officers, while serving with the Marine Corps in France, won the unusual distinction of the Congressional Medal of Honor, the highest recognition the nation can bestow for extraordinary valor,

The Tennessee stands for a new idea m naval recruiting. New ideas that have a direct bearing upon stimulation of morale in the navy's personnel may be quite as salutary as a new idea or a new invention in high explosive, armor plate or fire control. In Washington the slow response to departmental recruiting efforts in the Navy has been much bemoaned. Perchance it might be advantageous to clip a leaf from the book of the officer who put the "sea" into Tennessee and the enterprising Governor who produced the volunteers from the Volunteer

Fossils New to Science Found in the APT. H. E. ANTHONY, associate curator of the department of mam-

mals of the American Museum of Captain H. E. Anthony Returns With Natural History, has just returned from a four months' exploration trip through the Specimens Dating Back 100,000 Years— West Indies. Naturalists have always been attracted not so much by the intrinsic inter-Traces of the Lost Continent est of the forms of animal life to be found in the Antilles as by the more absorbing selves on the newly created islands. For problem, "How did life arrive on the

this very reason the mammalian fauna of islands?" Captain Anthony returns with a the West Indies in its relation to the congreat accumulation of material and data tinental fauna furnishes one of the best points for an attack on the problem. Concerning the various theories of the

"Throughout the thousands of islands in the Antillean group there are only a few mammals, aside from bats, to be encountered. The remarkable poverty of this fauna has been the cause of much comment among naturalists. Assemblages of fossil mammals have been discovered in Porto Rico and Cuba, indicating the possibility that at one time the West Indies had a much larger mammal inhabitation than to-day.

"These fossils, which are of ancient types and strange ancestry, strongly suggest, if not the existence of some mainland connection far back in the geological age, at least the union at some time of most of the Greater Antilles into a large Antillean continent. This continent, if it existed, must have lain in the Gulf of Mexico and the Caribbean Sea, with the longer axis east and west, and must have been an important land mass with large rivers and mighty mountain ranges rising, perhaps, as high as 20,000 feet or more above sea level."

Asked as to the probable extent of the continent, Captain Anthony said: "To the eastward it took in the recently acquired Danish West Indies, while to the westward its limits must have taken in part of what now Central America. Because of the strategic position of Jamaica in its relation to the Central American mainland and to such a hypothetical Antillean continent, it was highly important that the fossil fauna of Jamaica be explored."

He was successful in conducting such an exploration, and was able to verify in a most satisfactory manner his belief that the island would be found to have a fossil fauna. He secured several fossil mammals new to science, which, found in Pleistocene formations, must date back approximately 100,000

Most of the material was secured in exploring the limestone caves, and the mammal remains were found cemented in a very limestone breccia from which they could be extracted only after hours of slov and laborious quarrying. The greater part of the collection was brought back to the Museum on large blocks of limestone, and much time and work will be necessary be-

fore the material can be satisfactorily identified and conclusions drawn up. Enough has been exposed, however, to show that Jamaica was formerly the home of one or two gigantic rodents, larger than any living to-day-animals of a heavy bodied, slow moving type, whose closest ancestors lived away back on the Santa Cruz formation of Patagonia. Fossil terrapins, tortoises and crocodiles were also found.

In addition to collecting fossil fauna the expedition obtained a large collection of the living animal forms. Only one land mammal is living on Jamaica to-day-the Indian coney (Geocapromys brownei)-and even that had been thought to be practically extinct, for the introduction of the mongoose on the Island, late in the last century, in an attempt to exterminate the rats, has resulted in the extinction of many of the native animals. Fortunately it was discovered to be still living in a restricted area on the eastern end of the island, and a fine series of skins and skeletons of the

rare animal were obtained. Capt. Anthony brought back more than seven hundred specimens of bats, as well as collections of reptiles and birds.

The expedition encountered a very interested cooperation on the part of the people of Jamaica, everywhere meeting with ready assistance and unfailing courtesy.

Capt. Anthony reported that the tourist travel to Jamaica had been unusually heavy this winter. One of the burning topics of the day there-and by no means a one-side question-is "How do Americans regard the possible acquisition of Jamaica by the United